

WASHINGTON, D. C., SUNDAY, AUGUST 19, 1917.

**NASH MOTORS FIRM
TO PRODUCE NEW CAR**

Automobile Men Interested in Rumor Recently Started.

The purchase of the Jeffrey factory by C. W. Nash last August immediately gave rise to persistent rumors that the Nash Motors Company would undoubtedly bring out a new Nash car which would reflect the ideals of Mr. Nash and his organization of automobile experts. Recent developments at Kenosha have combined to verify the truth of that rumor and it is now an open secret that a new Nash car has been designed and built, and that its specifications and price will soon be announced to the general public. It is known that a convention of thirty Nash distributors, who will be responsible for Nash motors wholesale distribution throughout the coming year was recently held at the Nash plant, and that the delegates were shown the new car. But so far the buying public has been kept in the dark in regard to the new product although it is practically certain that the veil of mystery is to be swept aside within the very near future.

Many guesses have been attempted by those who have made a study of the industry, as to the type of car, number of cylinders and the probable price. But a mere resume of Mr. Nash's career will show that he has directed the manufacture of cars in all price classes, ranging from the low-priced four to the most expensive eight. This shows the fallacy of any attempt to prophesy correctly just what the new car will be. It is generally believed, however, that this car will sell at well under two thousand dollars. It is, of course, an advertised fact that the 671 Jeffrey model will be continued as the 7-passenger car of the Nash line probably bearing the Nash name plate.

**Sales Manager Ends
Long Tour in West**

General Sales Manager John D. Mansfield of the Dorr Motor Car Company, has completed a tour of the Pacific Coast and the Northwest, where he found the Dorr situation very much to his liking. During the last three months, Mr. Mansfield has travelled from coast to coast and has heard nearly everywhere, a most optimistic forecast of automobile trade conditions.

MEDIUM PRICE CARS.

A new buyer is growing in evidence this year in the medium-priced motor car field. The automobile between the prices of \$800 and \$1,500 is the popular selling automobile of today. The farmers are using the lower price car, mostly Fords, while professional men and pleasure-seekers are buying the higher priced cars up to \$2,500.

A machine has been invented by a New York man to scrub ceilings and catch the water that falls so that it will not wet floors.

**REMOVING THE CAUSES OF
ENGINE AND CHASSIS NOISES**

Noisy operation is the bête noir of the careful motor car owner. Absolute silence is impossible to be attained in any piece of machinery, especially in a vehicle traversing the roads under its own power. However, it is possible to achieve a reasonable freedom from loud noise by a little intelligent understanding and care. The engine is the seat of the greater part of the really offensive noises that sometimes beset the modern automobile. The commonest noises arising from the engine are valve clicks and slaps. These may be distinguished by the regular rhythm of their recurrence. The cause may be too great a clearance between the valve stem and the tappet, or in the case of overhead valves, the clearance between the lifter and the push rod may be to blame.

The remedy for this condition is the reduction of the clearance and this adjustment should be made while the engine is hot. This is necessary because of the expansion of metal when heated, in which condition the valves operate. If adjustments were made when the metal was cold, they would not be correct after the parts had become heated with running. Occasionally, however, clicking in the valve mechanism is caused by a lifter being loose in its guide. To locate this trouble the lifter assembly will have to be removed and in the main a worn lifter must be replaced. Certain designs of guides are such that the guide may be sprung slightly, so that it will grip the lifter tighter, remedying the trouble.

Cam also Causes Trouble.

Another location for trouble of this kind is in the cam, between which and its follower there may be too much clearance. Fitting new followers usually has a beneficial effect here. Worn valve stems or guides will produce noise. Removal of the springs will enable conditions at this point to be determined. There should be no play of the stem sideways in its guide and if investigation discloses play, a bushing should be fitted to the guide or else a valve with an oversize stem must be installed.

The valve mechanism in an overhead valve system normally develops more noise than does an ordinary L-head engine's valves. Systematic and adequate lubrication will do much to minimize noise here. Occasionally side-play develops in the rocker arms with a slap as the result. A worn arm bearing will make trouble, which may be cured by fitting an oversize bushing in the rocker arm.

While the valves are the commonest locations of undue noise, they are not at all the sole seats of trouble in the engine. The bearings in most engines are made of soft metal, which must be kept copiously lubricated or it burns, becomes flattened and a knock results. The ordinary remedy for this trouble is to take up the play by removing the shim between the two halves of the part or else by trimming the metal on the movable part. Care must be taken in performing this operation

to see that the bearing touches the shaft all around, without being too tight.

Fit Bearings Carefully.

In fitting bearings the utmost care must be taken to avoid throwing the shaft out of alignment and this condition is particularly likely to occur when one bearing is fitted with reference to the others. In unit power plant construction if the shaft is thrown out of alignment, one of the gears in the transmission is sure to bind with the result that noisy gear operation ensues.

Another source of bearing knock is the flanges of the crankshaft bearings, which are flattened by crankshaft thrust. In this case it does not pay to try to fix the old bearing flanges. It is better to get a new bearing. Play frequently develops in the upper rod bearing and very often the motor car owner blames the lower rod or crankshaft bearing for the trouble. On many of the cheaper cars there is no bushing at the top of the rod, while in some others a bronze bushing will be installed to take up the wear. When there is no bushing, a new piston pin will have to be fitted, or if the piston boxes are worn eccentric it may mean a new piston or the installation of a bushing.

When the piston or cylinder is worn, it results in a knock that is much like the sound that comes from preignition. If this trouble is not severe it may be cured by fitting new piston rings. On the other hand a severe case may call for the installation of a complete new set of pistons. When the cylinder block has worn in a slightly oval shape, it may be rebored and fitted with oversize pistons, which makes it practically a new block.

Noises Difficult to Cure.

Timing gear or chain noises are difficult to cure. In certain makes of silent chains an adjustment is provided to take up slack, but where no such provision is made the chain must be shortened by taking out a link or else a new chain must be installed. If chain noise becomes chronic, the car owner will do well to consult a service station, where an idler may be installed to take up slack.

One of the commonest of all knocks is that due to preignition. This may be caused by carbon, too great an advance of the spark, poor timing, overheating, overloading of the engine and incorrect mixture and the greatest of these is carbon. In every case the charge explodes too soon, not giving the piston time to reach the top of its journey and the result is that it is thrust against the side of the cylinder, producing a knock. The only way to cure this noise is to determine the cause by process of elimination and then do away with the cause.

Transmission noises are not at all uncommon. When one of the shafts is thrown out of alignment by reason of a worn bearing or a binding gear, noise is bound to result. Sometimes the transmission case itself is out of true, so that both shafts are thrown out of alignment. Very often a gear will be broken because of shaft misalignment and the owner has a new one installed. This, however, does not cure the cause of the breakage, which

is misalignment and a second accident follows. In this case the owner may assume that the shafts are out of alignment and this basic trouble must be corrected.

Rear Axle Emits Rare Sounds.

Propeller and joints are not commonly troublesome in this way, but the rear axle is frequently the seat of weird noises. When the driving pinion and the differential master gear are not running true, there will be a loud hum with a sort of stress at each revolution. Most cars have some form of adjustment to take up wear in this location, the adjustment consisting of shifting the whole differential unit. This is a job for expert hands and should not be attempted by the owner, unless he is a real mechanic.

This constitutes the list of major noises, but in addition there are numerous minor squeaks and rattles from springs, body and chassis generally. The springs and shackles, if kept properly lubricated, will not emit noises. Body squeaks are hard to locate, but by keeping all nuts and bolts drawn up tight, most of them will be prevented. Felt inserts will generally stop door squeaks. Little strips of rubber wedged under the supports will cure fender rattles and so it goes.

AUTO NOTES.

J. N. Joyner, salesman of the Maxwell Company in Washington, has sold five Maxwell trucks in the last ten days in Washington and left a week ago for a two weeks trip to New York and Atlantic City. You can well afford it old boy with such a sales record as the above.

Jack Barry has realized his life's ambition. He has landed the Hupmobile Agency for Washington, and has secured the services of Ben Favorite as general manager of the Barry Motor Company. You are all right Jack.

Three Washington Maxwell owners have each won a \$500 liberty bond in the recent Maxwell economy contest. They are Mrs. F. E. Kinsey, F. G. Stein and W. H. Townsend all Washingtonians.

T. A. Ames Company, of Owensboro, Ky., are making bodies that make a Ford car look like a real automobile.

Edward Vortz, Jr., is announcing an annual automobile race to be held at Benning Track Labor Day. Will Mr. Vortz put it over?

There are over 2,000 members of the A. A. A. in Washington. The trade-mark tires handled by the various local distributors in Washington have placed themselves on record as being opposed to the no name tire. They advise automobile owners to buy tires known to the public. Tires that have proven their value and whose makers are willing to stand back of them with their name and their guarantee. This is a good policy and must win.

Irving J. Henderson, president and general manager of the Henderson Motor Car Company, of Washington, was recently called to the colors by being drafted for service in France.

He will probably be called to the front at an early date. This is a new concern which has only been established in the last few weeks. They are handling two makes of automobiles here. The question is what will become of the agency in case Mr. Henderson is called to the front.

Mr. A. L. Crumley, general manager of the Barry Motor Company, says that in a recent race the Chalmers smashed three world's records and in doing so broke the Hudson's record.

Ben S. Favorite, former general manager of D. B. Gish Company, goes to the Barry Motor Company as general manager. Mr. Favorite will probably take up his new duties early this week. The Barry Motor Company are the Washington distributors of the Hupmobile. The D. B. Gish Company formerly handled that car in Washington.

L. Markie and Company, Michigan avenue and Twenty-first street, Chicago, are the Studebaker distributors in that city and are offering a year's supply of free gasoline to any one who will buy a Studebaker car. What is the matter with the Studebaker?

The Ungerer Motor Company are selling Vello trucks to the United States government.

The Buick Company are introducing their 1918 seven-passenger touring car, which makes a very fine appearance.

Mr. Ungerer, of the Ungerer Motor Company, is firmly convinced that it is only a question of time until all high class automobiles manufactured in this country will adopt the magnetic gear shift as used by the Premier. He says that simplicity and durability express the operation of this gear shift.

Mr. E. G. Helgesen has taken over the show rooms and service shops at 1816 Fourteenth street and also the Washington agency of the Stanley Steamer. He is having these show-rooms nicely decorated and well equipped.

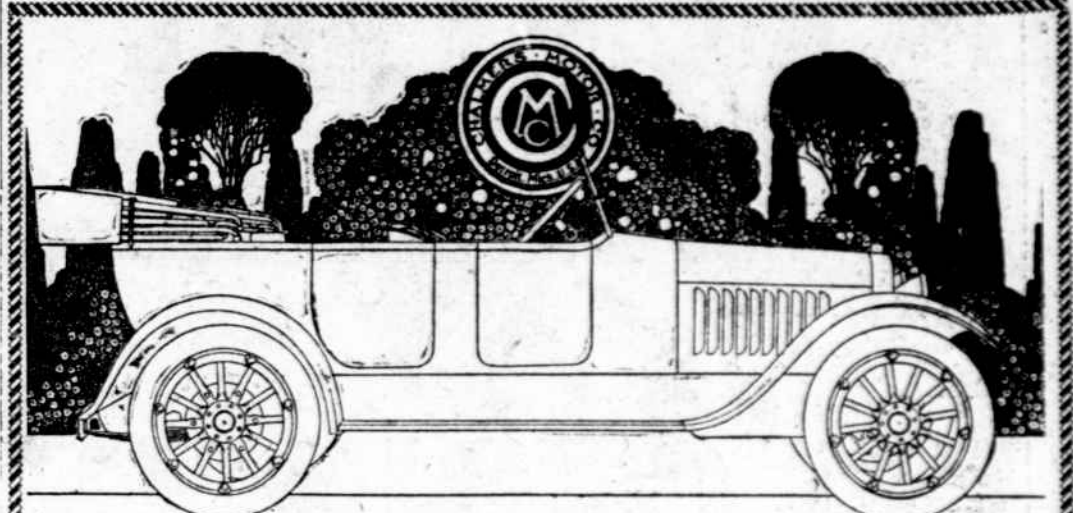
The Cole 8 are announcing their increase in prices, to go into effect on September 1.

The Paige is now in its new quarters on Fourteenth street. Their building puts up an excellent outer appearance. Hence it is in keeping with their car as most of their claims are based on appearances.

Novel Seat Arrangement of Stage-Line Cars.

The motor cars for a new stage line in California are of the seven-passenger type, but comfortably accommodate eight by the installation of a deeply upholstered middle section instead of the usual auxiliary seats as shown in the August Popular Mechanics Magazine. The central part of this section is removable, to provide access to the rear seats. When in place, its tongue edges fit snugly into grooves in the middle section. The cars of the new line have distinctive names, as "Bret Harte," "Mark Twain," and "Roaring Camp," to serve as a sort of link between the new means of transport and the stage-coach period of the Golden State.

China imports great quantities of old newspapers from the United States to manufacture into a thin paper for the inner wrappings of rolls of silk.



**THRIFTY AND BEAUTIFUL—WHERE CAN YOU MATCH
ONE OF THESE TEN AUTUMN CHALMERS**

They are all from thirty to ninety days ahead of the time, for they are the advanced autumn-winter styles.

So, in buying a car now you will find that the newest devices, the latest improvements and the most recent developments in motor car building are right here in a Chalmers.

And there are ten of these Chalmers. You will find among them a full range of types, from an eighty-mile-an-hour (guaranteed) speedster to a sedate limousine, or a sensible, thrifty touring car to a decidedly smart town car, etc., etc.

They are without a question the best-looking cars that Chalmers ever built. But more important, they are the most thrifty cars that Chalmers ever built.

Picture all the car you want, all the room you can use, all the speed you ever dare use, all the power you can ever wish for, all the "hang-to-the-road" quality you could desire. And then bear in mind that these Chalmers are not large cars, but light cars, that they have less than a thirty-horsepower engine (which means much every time you fill the gas tank), that a new tire does not cost a small fortune and that one tire lasts many and many a day. Good points to stick in your mind and pleasing to ponder over after you have once seen how striking in beauty the ten new Chalmers really are.

See them at once. You can buy now and save.

TOURING CAR, 5-PASSENGER, \$1,250	TOWN CAR, 7-PASSENGER, \$2,925
TOURING CAR, 7-PASSENGER, \$1,350	TOWN CAR, LANDAULET, \$3,025
STANDARD ROADSTER, \$1,250	LIMOUSINE, 7-PASSENGER, \$2,925
TOURING SEDAN, \$1,850	LIMOUSINE LANDAULET, \$3,025
CABRIOLET, 3-PASSENGER, \$1,625	RECORD SPEEDSTER, \$2,500

DUPLIX, 4-PASSENGER, \$1,475

PRICES F. O. B. DETROIT AND SUBJECT TO CHANGE WITHOUT NOTICE.

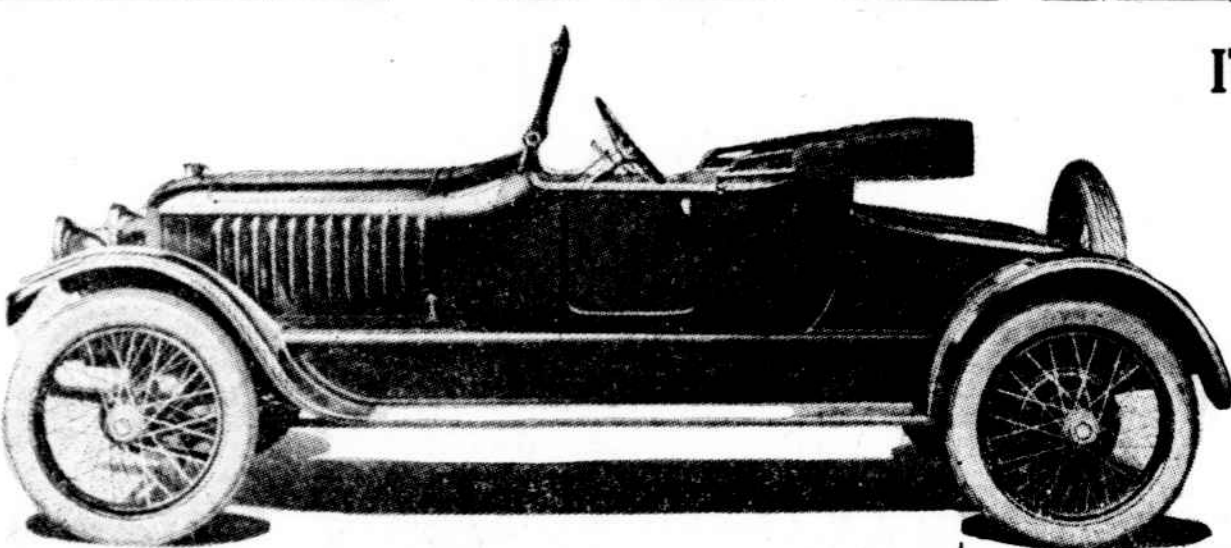
COMBS MOTOR COMPANY

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No One Questions the Performance of THE STANLEY STEAMER

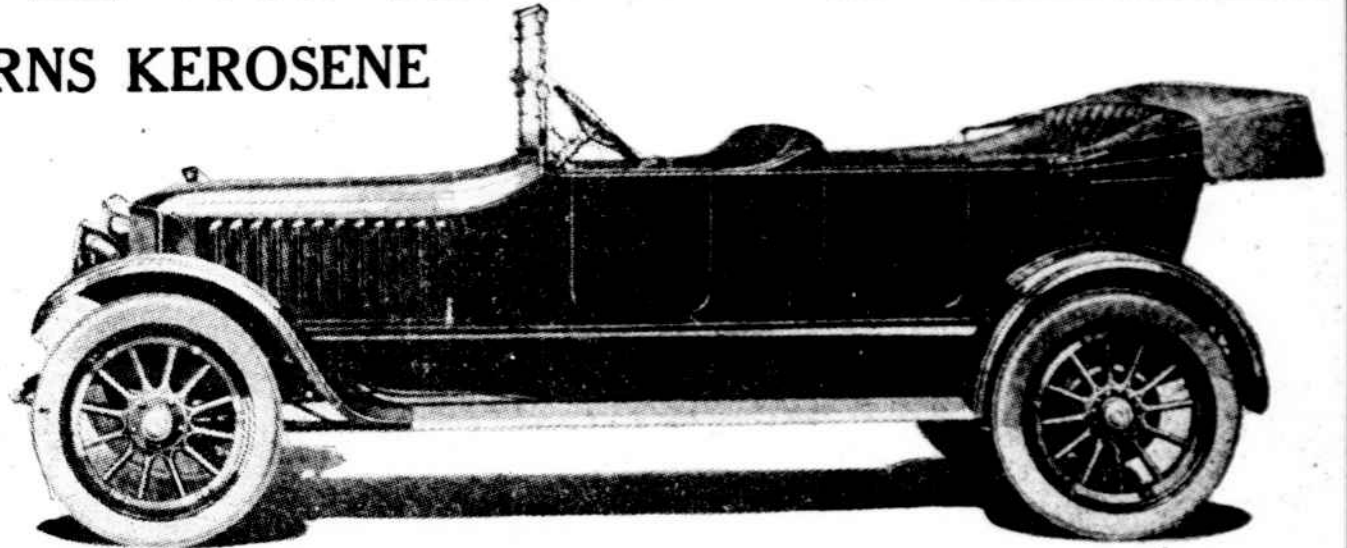
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Three Passenger Twenty Horsepower
Price \$2200 f. o. b. Newton, Mass.
Wire Wheels (5) \$90 Extra

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Car Can Parallel
Stanley
Performance**

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STANLEY TOURING CAR
Five Passenger Twenty Horsepower
Price \$2200 f. o. b. Newton, Mass.

**A Day's Run on a Tank of Water
12 Miles to a Gallon of Kerosene
No Gears to Shift No Clutch to Bother**

**Extraordinary Long Tire Mileage
Noiseless and Odorless
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